



Dillon Flight Service Station hearing, left to right: Merv Martin, Federal Aviation Administration, Washington, D.C.; Congressman Richard Shoup, Montana; William Flener, FAA, Washington, D.C. See story and more pictures on pages one, four and five.



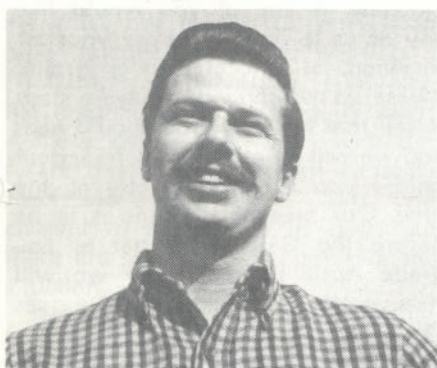
DIVISION

OF

AERONAUTICS

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A. L. HANSEN FAA DISTRICT FLIGHT INSTRUCTOR OF THE YEAR

Flight Instructor A. Lloyd Hansen of Missoula has been selected as the 1972 Flight Instructor of the Year in the Helena, Montana RM-GADO-5 District Office area.

The Flight Instructor Award program is a joint effort of the Federal Aviation Administration, Aircraft Owners and Pilots Association Air Safety Foundation and the aviation community.

Instructor Hansen, Chief Flight Instructor for Johnson Flying Service, Missoula, was selected as the district award winner by a panel of judges representing the aviation community in Montana.

As the winner of the district award, Hansen will be eligible to

compete in the Regional and National Award program. The National Award winner will receive a \$1,000 cash award from the AOPA Air Safety Foundation.

Flight Instructors Ronald S. Rada-
baugh, Kalispell, and Mary Steven-
son, Missoula, received honorable
mentions as nominees in the awards
program.

THE PLIGHT OF THE FLIGHT SERVICE STATIONS

By WILLIAM E. HUNT
Administrator

The Flight Service Stations in the United States and in Montana have had a precarious and uncertain existence in the past ten years and the only thing that has been established definitely is that the uncertainty will continue to exist for the next ten years. The Federal Aviation Administration, plagued by manpower limitations and budget problems, argues that they can save the taxpayers money and increase safety through automation and presented figures to audiences at hearings before Congressman Shoup in Livingston, Dillon and Cut Bank. These figures were not refuted by persons appearing in opposition to the closures of the flight service stations in these three towns, but Aeronautics officials and

local groups stated that the need existed, even though the cost of service might be somewhat higher than the national average. Both Administrator of Aeronautics Bill Hunt, and Deputy Administrator Worthie Rauscher argued that the safety would not be improved but rather would be degraded, and pointed out the long stretches of mountains and valleys existing between manned flight service stations in Montana. The one exception to great distances is Livingston which lies 30 miles east of the Bozeman Pass. Anyone familiar with flights through this area, knows that there is a great deal of difference between the weather at any given time at Bozeman and Livingston, and that the observer on the scene serves a needed purpose.

Others present agreed with these arguments. In addition, Livingston pointed out that the airport at Livingston served Yellowstone Park and was the only close year-round airport. With the advent of snowmobiling, the winter traffic is becoming more important at Livingston and is expected to be substantial within a few years. Without a flight service station the airport cannot give the same quality of service to the Livingston area and the Yellowstone Park

(Continued on Page 4)

**DEPARTMENT OF
INTERGOVERNMENTAL
RELATIONS**

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City/County Airport
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**FEDERAL AVIATION
ADMINISTRATION
ITINERARY LISTINGS**

Airport	April	May
Bozeman	18	16
Butte .....	.....	.....
Culbertson	4	.....
Glasgow .....	.....	2
Glendive .....	.....	17
Great Falls	4	2
Havre .....	.....	.....
Kalispell .....	.....	.....
Lewistown	18	.....
Miles City .....	.....	16
Missoula	11	9
Sidney	5	.....

NOTE: Provisions have been made to give private, commercial and flight examinations **ON AN APPOINTMENT BASIS ONLY** at the following FAA Flight Service Stations.

Bozeman	Livingston
Butte	Lewistown
Cut Bank	Miles City
Dillon	Missoula
Great Falls	

NOTE: GADO #1 in Billings will no longer be open on Saturdays. The Billings GADO telephone number is 406-245-6179.

*Administrator's
Column*



An unfortunate accident occurred April 1 when a small airplane enroute from Spokane, Washington, to Great Falls, Montana, was lost south of Glacier Park. These miles of mountainous terrain are served by the Missoula Flight Service Station that lies 40 miles south of the airways and more than 50 miles south of the route that this aircraft was flying.

The plane was lost in a heavy snowstorm about 8:00 p.m. the night of April 1.

While the plane was leaving Spokane, Congressman Dick Shoup was holding a hearing to determine whether or not the Flight Service Station at Cut Bank should be retained. If Cut Bank is not retained, then VFR flights between Spokane and Minot, North Dakota, a distance in excess of 700 miles, will have no flight service stations and limited weather reporting.

The Aeronautics Division, represented by myself and the Deputy Administrator, Worthie Rauscher, appeared at Cut Bank and protested this closure as we had in Livingston and Dillon on the preceding two days.

What happened to that airplane was a tragic illustration of the arguments made by us and the many pilots who appeared at these hearings that a manned station is necessary in these long reaches of sparsely populated and mountainous areas. The Flight Service Station at Cut Bank was invaluable as an aid in the search for the lost airplane, and Herb Sammons, the search coordinator for the Aeronautics Division in the Cut Bank

area, made extensive use of that facility. Incidentally, Herb had airplanes in the air at 6:00 Monday morning, and on the search. Although hampered by fog on the east side of the Rockies, they continued the search until the aircraft was located by Dr. Johnson of Cut Bank.

There is an article elsewhere in this newsletter that more fully discusses the hearings held at Livingston, Dillon and Cut Bank.

* * * * *

While the events of the past week have overshadowed the financial problems faced by aviation, it is still very close to us and we are hoping to meet with as many people as possible to see what can be done to solve this problem. We are working with local groups and with the National Association of State Aviation Officials. If any of you would like any of us to appear before your association, or a local club or group, please let me know. We have a story to tell that we think you should hear and we will be most happy to appear before you and your group at any time. Our present schedule is to be before the Gallatin Hangar at Belgrade April 16. Hopefully we will receive other invitations as time goes by.

Jack Wilson is presently drawing up plans to have a meeting in Helena of all search coordinators. We will review our present rules and regulations and methods, and where necessary modify or rewrite the book. We will be having a meeting with the Western Region people soon on search and rescue and hopefully will be able to update the entire program.

* * * * *

At the meeting in Cut Bank, Herb Sammons made the statement which was heartily endorsed by the other members of the Cut Bank search and rescue group, that they had the very best search outfit in Montana. Their performance April 2 would be hard to beat and I think they deserve the reputation that they are so proud of. I congratulate Herb and all the other members of the organization in Cut Bank.

HOW A PILOT CAN GET THE MOST FROM A WEATHER BRIEFING

By JACK B. HUGHES
Quality Control Officer
Weather Service Forecast Office
Great Falls

In the first two articles, we discussed the title above. Lets change the heading slightly and make it read "How to Get a Weather Briefing."

An instant response, by telephone or in person to a pilot's needs is the desirable goal of the Weather Brief-er. However, with fully occupied telephone circuits and with many stations having but one man on duty at a time, it is simply unfortunate that a Briefer cannot be instantly available. Mentioning a few duties that can cause this delay are (1) he is taking, recording, and transmitting a surface observation (2) answering other telephone calls or briefing a pilot/pilots in the office. Naturally, the magnitude of briefing increases if there are several pilots with different destinations, aircraft capabilities, and flight plans. This will amount to a problem at best, but there are some ways to improve the situation.

Before a flight, one can listen, in Montana, to the latest L/MF continuous transcribed weather broadcasts from Billings (400 kHz), Bozeman (329 kHz), Great Falls (371 kHz), Miles City (320 kHz) and Missoula (308 kHz). Many pilots have found it handy to keep a portable receiver for this purpose. The recommended approach is for a pilot to call or visit a Weather Service Office or Flight Service Station for a briefing. If the latest aviation weather reports and advisories are enough, the FAA FSS broadcast at 15 minutes after the hour for reporting points within 150 miles is a good source on VHF.

Telephone numbers of most Weather Service Airport Offices and Flight Service Stations are listed in the FAA Airmen's Information Manual Part 2. In a few cases, these numbers are unlisted and they should be safeguarded to prevent them from becoming known to the

general public. If these unlisted numbers become too well known and are used, it will tend to overload the telephone and destroy their purpose and specific use by aviation interests. In bad weather, the telephone can become a real problem. It is then that pilots need a weather briefing and the observer-briefer continuously monitors and records the weather changes and keeps abreast of weather developments/changes in his area. Then there is the news media, contractors, farmers, ranchers, etc., who also have service needs when the weather deteriorates and the Weather Service has responsibilities in those directions also. The service is available, the problem is reaching it.

A couple of suggestions may help. If possible, don't wait until the last possible minute before checking flight weather. There may be several pilots who got there first. When the briefer is reached, announce your interests beginning with "Background Information" as discussed in the December issue of **Montana and the Sky**. The Weather Service and FAA Flight Service personnel are anxious to help and we are certain that this works the other way as well.

CONGRATULATIONS



FAA CERTIFICATES ISSUED RECENTLY TO MONTANA PILOTS

STUDENT

Charles Joseph Hobbs—Malmstrom AFB
Harold Clinton Johnson—Great Falls
James Edward Berta—Columbia Falls

PRIVATE

Robert Raymond Lacy—Great Falls
Arnold John Hansen, Jr.—Eureka
Gerald Harris Gifford—Columbia Falls
Stephen David Graham—Bozeman

John Lee Moore—Missoula
Kenneth Eugene Swart—Missoula
Kenneth Maxwell Galloway—
Saskatchewan
Lawrence Wray Gregg—Cut Bank
Thomas Ray Nelson—Dillon
Neal Andrew Johnson—Great Falls
John Hamilton Semple—Flaxville
Larry W. Ferguson—Billings
Anthony D. Healow—Billings
Robert H. Brust—Billings
Beverly Arnold Hughes—Ponoka,
Alberta
Edward L. Sagal—Moose Jaw,
Saskatchewan
Robert P. Stordahl—Glendive
Ronald F. Hollar—Beach, North
Dakota
Hans W. Roeck—Calgary, Alberta
William G. Wash—Ashland
Richard G. Aldrich—Billings
Rodney A. Kelly—Ismay
John M. Leininger—Terry

COMMERCIAL

David Gregory Healow—Billings
(AMEL)
David Curtis Deramus—Tuscalossa,
Ala. (ASMEI & Instrument)
Douglas Bruce Barney—Missoula
Larry Dean Sullivan—Missoula (MEL)
Robert Dennis Burns—Great Falls
(AMEL)
Gary Robert Milner—Calgary,
Alberta
James Alexander Tandy—Gardiner
(MEL)
Monte Joseph Magruder—Missoula
(MEL)
Billy S. Stebbins—Glendive
(Instrument)
Robert M. Nish—Harlowton (MEL)
John P. Lesnik—Fishtail (MC)
Donald G. Oberquell—Billings
Ray H. Judd—Red Lodge (MEL)
Richard D. Waldo—Billings (ASEL)

FLIGHT INSTRUCTOR

William Franklin Lepper—Great Falls
Jerry Eugene McPherson—Erie,
North Dakota
Eugene W. Knutson—Tioga, North
Dakota (Commercial)

GROUND INSTRUCTOR

Dennis Clark Shallenberger—
Missoula (Instrument)
Anderw Joseph Johnston—Philadel-
phia, Pennsylvania (Advanced)

(Continued from Page 1)

area. West Yellowstone, a closer airport and air carrier airport, is only open four months out of the year. It was the unanimous opinion of all at the Livingston hearing that Bozeman cannot adequately serve the area.



DILLON—Left to right: State Senator Frank Hazelbaker, Dillon; Dan Ibey, Dillon; Harold Briggs, Dell.

Governor Tom Judge endorsed the statements of the Aeronautics Division who represented him as well as the aviation interests in Livingston, Dillon and Cut Bank and made it clear that he opposes the closure of the stations for safety reasons.

Miss Urana Clark of the American Red Cross, read a statement at the hearing saying that the Park County Chapter of the Red Cross is responsible for an area nearly 150 miles long and 50 miles wide, and that the Livingston Airport was necessary to good service to the people in Yellowstone Park and elsewhere.

Senators Mansfield and Metcalf, and Representative John Melcher sent telegrams to Livingston and others regarding their opposition to the closures by FAA. We do not have a copy of the other telegrams, but the one sent from Lee Metcalf which was requested by Miss Clarke is typical and is as follows:

"Miss Urana Clarke

9 Street Island

Livingston, Montana

"Approximately two years ago Senator Mansfield and I successfully prevented the closure of the Livingston FAA Flight Service Station. We have seen no additional evidence to

warrant the proposed decommissioning scheduled for 15 June 1973 of the Livingston, Dillon or Cut Bank stations.

"We have again informed the FAA of our strong opposition because the Flight Service Stations are vital to commercial and private aviation for safety and rescue operations, weather information, flight planning, and other aviation services.

"Regret that I cannot be in Livingston today. I am preparing for hearings before my Senate Government Operations Sub Committee on Budget, Management, and Expenditures to consider the adverse effects of Administration reductions for aviation, social services, agriculture, education and other programs of importance to Montana and the nation.

"Best wishes for a successful field hearing on this matter.

"Lee Metcalf, United States Senate."

At Dillon, Mr. Ed Swetish presented a prepared statement citing facts and figures of the need for the airport and the fact that it is a long trail between flight service stations in that area, even with Dillon. Without Dillon, it is indeed a flight through mountain passes where the weather is constantly changing. Those who lived in the area all of their lives doubted that a contract weather observer would begin to serve the area and the needs of aviation as well as a flight service station.

Mr. Bill Flener of the FAA, with Merv Martin of the Rocky Mountain Region, Bill Boatright of Flight Service, Washington, D.C., maintained that removing Dillon to Bozeman would more than serve the people and the aviators of Beaverhead County. Again, Hunt and Rauscher argued that this simply could not be, and even though they sympathized with the problems faced by the FAA, they insisted that the Congress should give them more money to maintain these critical flight service stations.

Sunday morning in Cut Bank was a repeat of the two previous meetings and again the crowd was most

eloquent in its explanation of the needs for the flight service station. The flight service station not only serves as an information center for the aviator, but is aviation associations' contact with the community and with the deep roots of the Flight Service personnel in these small communities where people know people, aviation is far better served than they would be by computers and cathode tubes.

A lost plane Sunday night on a flight from Spokane to Great Falls, seemed to emphasize the arguments of the townspeople of Cut Bank.



CUT BANK—Left to right: Mayor Dick Kullberg, Cut Bank; Congressman Shoup; William E. Hunt, Division of Aeronautics, Helena; William Flener, FAA.

Mr. Flener told the crowds at each town that the information would be taken back to the administration of the FAA and the final decision made in Washington. Congressman Shoup, who presided over the hearings, stated that he had learned a great deal from the hearings and that he intended to take this information back to the Congress and that he would make every effort to see that the necessary action would be forthcoming to provide the people of these towns with the service they deserved and needed.

Flyers came from all over Montana to be heard regarding these stations. Mr. J. L. Barrett representing the Great Falls Hangar, submitted a written statement. His statement follows:

"I am J. L. Barrett, representing the Great Falls Hangar of the Montana Pilots Association and I am also a director of the Montana State Pilots

Association.

"I own and fly my own aircraft for business, pleasure and air taxi. I also fly U.S. Forest Service personnel and have had a card for many years.

"Now we are faced, with a proposed closing of three of our most needed Flight Service Stations in Montana. It is said 'in the interest of economy.' I ask you which is more important, **Economy or Safety?**

"Livingston sits on the east side of a mountain pass in a 'lee wave' condition. Personal observations and direct radio contact is most vital to safe flights in this unique weather condition. I am sure others have elaborated on many other aspects.

"Dillon is very critical as it is our only weather reporting station through Monida Pass, since Dubois has been remoted. Many times we will have good weather at all stations to the north and to the south, yet Monida will be almost, or is impassable. Without personal observation at Dillon in all quadrants, as well as straight up, how is a pilot to know and plan without taking a 'look see.' We all too often have seen the results of that. Dillon is on a natural north/south airway and is used extensively by VFR pilots as well as IFR. We want a man on the spot to talk to. If Dillon is remoted that would leave us without a Flight Service Station from Helena, Montana to Idaho Falls, Idaho on Victor 21, as Butte is located in a hole and is of little help.

"If Cut Bank Flight Service Station is closed, pilots lose their last remaining personnel weather reporting hope between Spokane, Washington and Minot, North Dakota, a distance of some 750 miles. It is our only means of planning VFR flights thru Summit Pass via East Glacier other than a 'look see'. On Airway V536 for many light planes, Cut Bank is the only station that can be reached by radio along some portions of the route. It is nice to know someone is there. How well I know this from experiences while patrolling the Rockies for the Forest Service during the fire season.

"The Montana Air National Guard

uses Cut Bank personal weather and quadrant weather reports as a barometer of winter storms moving into the Great Falls area and have saved their mission with this personal touch.

"Witness the fact of temperature variation on the east slopes of the mountains. It may vary 40 degrees and more in 15 minutes or less, changing from VFR to IFR in a very few minutes. By utilizing Flight Service Stations' visual capability, a pilot can, does and has returned to Great Falls or other points and saved his aircraft and more important himself and his passengers.

"As you must know, Montana is a state approximately 550 miles in length and 275 miles in width with an area of more than 150,000 square miles. This fourth largest state would be left with only eight manned stations if Livingston, Dillon and Cut Bank Flight Service Station are remoted. None of which would be north of an east/west line through Great Falls and/or Missoula.



CUT BANK — William Boatright, FAA, Washington, D.C.; William Flenner, FAA.

"Gentlemen, over 630 members of the Montana Pilots Association say this would be a very, very sad condition for aviation, not only for us who live here, but for the transient pilot who wants to visit this great state or pass thru in safety. Weather can change so rapidly that a personal radio contact and visual weather report **now** can mean life or death and many times I believe it has. A remoted station is of little value to the VFR pilot who needs the weath-

er **now**, especially in mountain terrain.

"In closing I would like to leave this thought: Just because there hasn't been a fire in a long time would you sell the trucks and close the fire station?"

GAMA ELECTS NEW OFFICIALS AND NEW MEMBER COMPANY

Washington, D.C.—Two new officers for 1973, two new directors, and a new associate member company were elected by General Aviation Manufacturers Association (GAMA) at the organization's quarterly board meeting.

L. B. Young, Vice President, Aerospace Marketing, the Bendix Corporation, Southfield, Michigan, was elected chairman. Russell W. Meyer, Jr., President, Grumman American Aviation Corporation, Cleveland, Ohio, was elected vice-chairman.

Mr. Young succeeds William T. Piper, Jr., former chairman of Piper Aircraft Corporation, Lock Haven, Pa., who resigned from the GAMA chairmanship earlier this year.

The two new directors elected to the GAMA board are Joseph M. Mergen, President of Piper Aircraft Corporation, and Harry C. Archer, Aviation Sales Manager, Champion Spark Plug Company. Mr. Archer will represent GAMA's 11 associate members on the board of directors.

Elected as GAMA's newest associate member was Elano Corporation of Xenia, Ohio, a high-temperature sheet metal fabricator which manufactures exhaust systems for general aviation aircraft. John H. Warlick, Vice President, will be the Elano Corporation representative.

Companies represented by GAMA manufacture airframes, engines, avionics and other components for general aviation aircraft and account for more than 95 per cent of the total general aviation production in the U.S.

AIRPORT NOTES



By **WORTHIE M. RAUSCHER**
Deputy Administrator

The Division of Aeronautics of the Department of Intergovernmental Relations, as you know, has replaced the Montana Aeronautics Commission, fully inheriting the good and the bad; the glories and the frustrations; and with very minor changes the AVIATION STATUTES OF THE STATE OF MONTANA.

The major change to the Statutes being that the seven member Aeronautics Commission is now the Board of Aeronautics which has quasi-judicial and quasi-legislative functions only. The remaining portion of the statutes define what and how the Division of Aeronautics will function within the framework of state government and also how it shall be funded. A shortened extract of the general powers and duties of the Division of Aeronautics reads: "Have general supervision over aeronautics within the state. It is empowered and directed to encourage, foster, and assist in the development of aeronautics in the state and encourage the establishment of airports and other air navigation facilities." The definition of "aeronautics" means transportation by aircraft; the operation, construction, repair, or maintenance of aircraft, aircraft power plants and accessories, including the repair, packing, and maintenance of parachutes; the design, establishment, construction, extension, operation, improvement, repair, or maintenance of airports, restricted landing areas, or other air navigation facilities, and air instruction. The statutes then further define each of the terms as stated under "aeronautics"—etc.—etc.

It is the intent and the goal of the Division of Aeronautics for the year 1973 and in the future, to fulfill the

multiple mandates of the statutes to the best of our abilities within the very limited budgeting available. This means attempting to fulfill the needs of all the various aviation trades providing services within the State of Montana. This would include the Montana Airport Managers Association, the Montana Aviation Trades Association, the commercial air carriers, the Montana Pilots Association, the Montana Flying Farmers Association, the users of the system, and the municipalities which own airports. (Municipalities as defined are counties, cities, towns, or any combination thereof.) Each of the above-defined groups have specific needs and demands upon our resources.

The needs of the various groups are real. It is a measure of frustration to us that we cannot fund, or even with our limited staff, address ourselves to technical assistance in all areas. At times, we are the recipients of complaints by a specific group that funds being spent on some other group's needs are not important. We must agree that it would take our entire annual income, in many cases, to fulfill a specific group's needs. Back to the statutes, we are required to do our best for all groups identified under "aeronautics" in the statutes.

Nineteen sixty-six was our high year for income when we received \$710,896.83. During fiscal year 1973, ending 30 June 1973, we project our income to be just about one-half of the 1966 figure. To compound the problem, the increase in the cost of the programs has more than doubled. In the case of airport construction, the increase is nearer 250%. With one-half the number of dollars to work with, and each dollar being valued at one-half of its 1966 value, we are faced with severe cutback in all programs. In order to meet the aviation community's needs, we therefore are continually adjusting our programs to fulfill the immediate needs. We have recognized this as being a short-sighted approach, therefore in July of 1973 we started a Montana State-

wide Airport Development Plan which will be the 20 year plan which will describe the needs for a system of airports and other services to serve aviation within the State of Montana. The cost of this plan to the State of Montana is \$60,000 with an additional approximately \$120,000 being funded under the planning grant program of the Federal Aviation Administration. At the time we retained a consultant to perform our study, the Division of Aeronautics estimated that our state system was five years behind the national average in developing a system of airports. Our consultants, Knoerle, Bender & Stone, and Airways Engineering Corporation, now tell us our estimation was ultra-conservative, that in fact we are ten years behind the average for the other states. This is extremely frustrating, to say the least. We recognize that we are falling behind in our aviation needs for the state at an ever-accelerating rate, and because of budget limitations can only partially cover the immediate needs and in no way accomplish the long range development which is identified.

For the first time since the implementation of federal grants for airports, we feel that the federal money available each year to the State of Montana would allow us to keep pace with our needed growth. However, the municipalities which own airports cannot provide the matching moneys to fully utilize the federal grants for the needed projects. Our attempts during the 1973 Legislative Assembly to obtain additional funding for the Division of Aeronautics to provide grants for airport construction to the municipalities failed. Our proposed legislation, coupled with our efforts to cause the federal share to increase from 53% to 75% would have solved the airport dilemma for the State of Montana.

This places us back in the condition of attempting to fulfill the aeronautic community's needs within a \$350,000 per year anticipated income. Since 1970 we have reduced our personnel by 36% in the interest of economy—not efficiency. We rec-

ognize that we are not providing all the requests for assistance from the aviation community. We are, of necessity, replacing former monetary aids with technical assistance to "foster and assist in the development." In considering the priorities for our moneys and our time, we list safety as the number one priority. This is true whether it be technical aid assisting the community in lengthening, strengthening, or construction removal for their airport, or installing non-directional radio beacons to supplement or replace federal navigation systems, in maintaining airway beacons through the mountainous terrain, sponsoring crash-fire rescue training schools, flight instructor refresher courses, providing maps and airport directories to our pilots, or establishing and maintaining an effective search and rescue organization to serve our entire state.

We continually see more and more of our programs providing reduced services to the aviation community. We are very proud of the airport development which has been made possible through the use of any aviation fuel tax money which was surplus to the operating cost of the Division, being loaned to the several municipalities which allowed them to fund projects, and obtain federal aid, which would be beyond their capability because of limited tax bases. The previously-stated reduced income plus the statutory requirements to maintain programs, has caused this service to virtually cease to exist. We are vitally concerned over the loss of this vital aid to the municipalities for known development needs. The loss of airport development effects the entire state's system of airports for safety and for economic development of the individual municipalities in the State of Montana as a whole.

The Division of Aeronautics is, at the present time, studying all our programs and evaluating our state's aeronautical needs as directed by our aviation statutes. Through our monthly newsletter we shall keep you informed of our programs and

hereby invite your thoughts and comments.

Letters to the Editor

Cut Bank, Montana

April 3, 1973

Mr. William Hunt, Director
Montana Aeronautics Commission
Box 1698
Helena, Montana 59601

RE: Ledbetter Search & Rescue
Dear Bill:

This letter is not to go into any great detail of describing how we run a search and rescue or assign search areas, but to give a little credit where credit is due. If possible, I am going to put into words what happened here in Cut Bank yesterday.

Our problem was to find a white aircraft in the Rocky Mountains in the wintertime with over five feet of snow, which is like trying to find a needle in a haystack. Our goal was to find the aircraft, hoping for survivors and to have them out of their predicament before dark. We had helicopters and snowmobiles standing by, so that on a moment's notice we could head them for the scene of the accident.

It makes a person very humble to see the cooperation I received as search and rescue coordinator in the search for Jim Ledbetter's aircraft. You called me after 11:30 p.m. and informed me of the problem, and by 2:00 a.m. we had the whole search planned, with people notified and some routes for searching already chosen and assigned to pilots. The pilots in turn had lined up their observers and by 6:00 a.m. we had planes in the air, as it became daylight at 6:06 a.m.

It would be impossible to run a search as effectively as we did without the men at the FSS Station. They handled all communications, and without the capability of the Station we wouldn't have been able to talk such distances as were necessary. We could immediately assign a pilot a different area without him having to come back in. Also, the

advisory services were so necessary. Because of the employees at the FSS and their intimate knowledge of the area, we were able to expedite the successful completion of the search. The information they provided was necessary to keep aircraft separated during the search. When the plane was spotted on the mountain-side, they provided us with a Direction Finder (DF) bearing so we could send the helicopter directly to the crash site. This shows all the more why the Cut Bank FSS should not be removed.

KSEN Radio of Shelby was very cooperative in helping and because of their assistance, which was important and necessary, we were able to get assistance from those who offered help in many ways.

It is very gratifying to see the people who volunteered to act as observers, including several high school aeronautical students, knowing that they would be flying in some of the most rugged of the Rocky Mountains in very marginal weather; low clouds and fog, flying in the valleys and making narrow turns that tests the skill of the very best of pilots.

Last, but not least, the pilots. All of these men, like the others, left their work and furnished their own airplanes at no charge, willing to fly in the rugged mountains in marginal weather and help find a fellow pilot. It is indeed a pleasure for me to have men with the experience necessary to do the type of searching we needed in those mountains. Not one of them I asked turned me down and was on the job on time. They are as follows:

Plane Pilot	Observers
1. Chet Sammons	Walt Lozing Don Topp, Ray Price
2. Dr. Carl Johnson	Don Crail Bob Anderson
3. Mayor Dick Kullberb	Bill Pratt Russ Meduna
4. Jack Bell	Bob Wolk John Grisetti David Henderson

(Continued on Page 8)

(Continued from Page 8)

5. Rex Neil Lyle George
6. Leo Schaefer Bill Powell
Doug Mitch
7. Darold

Torgerson Treva Torgerson

A special thank you goes to plane #2. They found the needle in the haystack. All of us involved in the search were deeply sorrowed to find no survivors.

Sincerely,
Herb Sammons
Search & Rescue
Coordinator

AIRCRAFT ACCIDENT REPORTS RELEASED

Washington, D.C.—The National

Transportation Safety Board has released Issue No. 3 and Issue No. 4 of its series of **Aircraft Accident Reports—U.S. Civil Aviation 1971**. The two issues contain, in brief format, the computer-printed synopsis and probable cause of 1,799 U.S. general aviation accidents and 22 U.S. air carrier accidents.

"These two volumes," Safety Board Chairman John H. Reed explained, "are reproduced directly from our coded records on magnetic tape by electronic data processing equipment and present the facts, conditions, and circumstances and probable cause of each accident."

Issue No. 3 and Issue No. 4 are available from the National Technical Information Service, U.S. Depart-

ment of Commerce, Springfield, Virginia 22151, at \$6 a copy on standard paper and 95 cents a copy on microfiche.



TOWER OPERATIONS

JANUARY 1973

	Total Operations	Instrument Operations
Great Falls	5,609	1,531
Missoula	5,319	562
Billings	5,552	1,975
Helena	2,663	.575

MEMBER

NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS

PURPOSE:—"To foster aviation, as an industry, as a mode of transportation for persons and property and as an arm of the national defense; to join with the Federal Government and other groups in **research, development, and advancement of aviation**; to develop uniform laws and regulations; and to otherwise encourage co-operation and mutual aid among the several states."

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